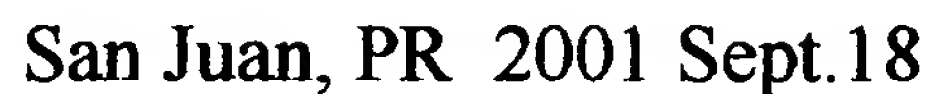


#14



EXTENSION PETITION UNDER
37 CFR 1.136 (a)
AS SET FORTH IN 37 CFR 1.17

Attn: Mr. Michael Kocz, Jr.

In response to your office communication mailed on the August 16, 2001 with your kind request for the additional fees needed to process the additional claims as well as late fees for the above application I enclose a money order for \$485.00 # POSTAL M/O # 90179970197

I also take this opportunity to further clarify some of the language used to describe the method means and function of this device and at the same time help elucidate the novel and unobvious aspects or properties of the invention.

01 FC:203
02 FC:202
03 FC:115

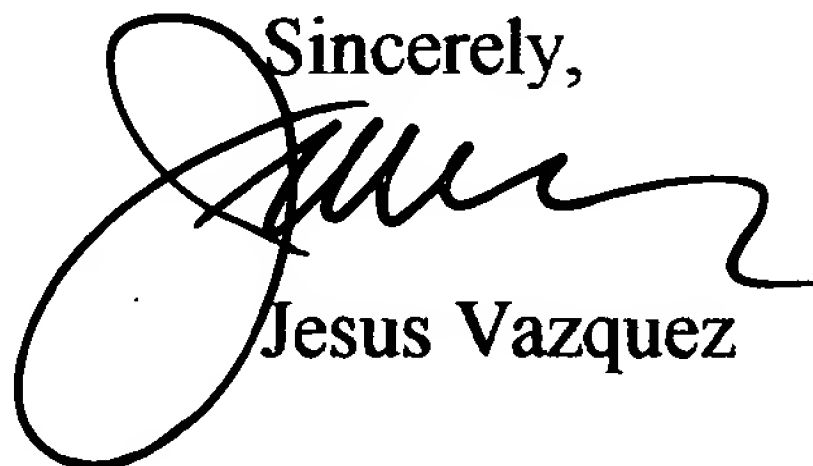
port discharging at the exhaust port at about the same time that the following piston on the rotor seals with or passes by the top seal point assuring that no pressure is released or lost without first doing its work.

The term Compound Cycle due to nature of the true rotary action of the invention in its continuous combustion or pressure embodiment as well as in its air aspirating version the separate cycles usually attributed to the conventional Otto, Diesel or even the Wankel cycle engines and pumps are all combined into one cycle simultaneously hence compound cycle, for example compression is achieved with the combustion itself in its concentric controlled flashover chamber or reactor. Continuous combustion and exhaust are self explanatory (air and fuel are fed in continuously like in a rocket engine). The air aspirating version is usually configured in odd piston numbers usually one or three pistons if there is only one piston then the space between the combustor or top seal point and the exhaust is the greatest or maximum (until that same piston comes around again) if additional pistons say three are involved then the 360 degrees of the rotor must be divided between them and the distance between the aforementioned two points would be less or a third in this case. That is why in all of the invention's embodiments the position of the exhaust port is determined by the number of pistons.

Please excuse the extended period of time that I took to respond to this latest request although a simple matter of just fees it was precisely this aspect of the response that I found most difficult to comply with at this time.

I beg and appreciate your indulgence in this matter to the best of your allowed discretion.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jesus Vazquez', with a large, stylized loop at the beginning.

Jesus Vazquez

enclosures